

## FEDERAL CONTROL OF CAPITALIZATION OF ROADS SOUGHT

Stocks and Bonds Commission Will Be Asked for Early Report.

With the purpose of pressing forward the issue of Federal control of capitalization of interstate carrying corporations, a resolution will be introduced in the House, calling on the Stocks and Bonds Commission to make a report at the earliest possible date.

This commission was provided for during the consideration of the railroad legislation of 1910. It was directed to make a study of conditions surrounding the capitalization of carriers, looking to the development of legislation for Federal regulation. President Taft, under direction of Congress, named the commission. President Arthur T. Hadley, of Yale, is its chairman, and the membership includes Interstate Commerce Commissioner Meyer and Secretary of the Interior Fisher.

The commission has held a number of meetings, and has kept its work very much to itself. It is understood that in the ordinary course of events it would be ready to make a report in time to be laid before Congress at the next session.

**Federal Capitalization Control.**

No foreboding of this report has been indulged by any of the commission's members, but it is generally understood that the document will be, on the whole, pretty satisfactory from the point of view of people who believe that the Federal Government should assume control over this matter of issuing capitalization.

The personnel of the commission and the generally known views of its members constitutes the chief ground for this belief. In addition to this, however, various people who have some knowledge of the hearings that have been held have estimated that the commission's mind strongly tended toward the idea of rigorous control.

In making a request for an early report, the members of Congress who will back up the contemplated resolution will urge that the whole capitalization question ought to be taken up at the next session of Congress. They expect that it will require much time and a lengthy debate. As a groundwork of accumulated facts and recommendations by experts, therefore, it is wished to have the commission's report in print and before the public, in ample time to enable interested public men to study and consider it before the next session opens.

**Asked for Recommendations.**

It is understood that the commission will be asked not only to report the facts it has developed, but recommendations as to legislation which, in the opinion of the commission, would meet the needs of the situation.

With this report before them, progressives purpose to frame a measure for presentation at the beginning of the next session and to press this bill with all vigor. They are moved to this urgency by the belief that on the eve of a Presidential election there will be difficulty in framing effective excuses for delays.

The record which members make with regard to such a bill will be watched by the country, and in all probability, it is thought, if the measure does not pass the national conventions can be forced to commit the parties to specific declarations on the whole subject.

**To Bind Both Parties.**

In short, the effort to secure an early report and to push the subject upon Congressional consideration at the next session is part of a program of taking advantage of political exigencies to get both parties at least committed to legislation.

Should the report of the commission not reach Congress till well into the next session, there would be great difficulty in formulating legislation around which public demand could be crystallized in time to secure its effect in the platform declaration of 1912. In that event, it is feared, the whole subject might be pushed along for another Presidential term without action.

The means for delaying legislation of such large import are realized; the instrumentalities for accelerating it are likewise recognized and are to be brought into play just so far as possible.

## BOSSING ALASKA MUDDLED AFFAIR

Guggenheims Playing "Freeze-out" While Question Is Pending, and With Legislation Badly Needed, and Rate Troubles Numerous It Is a Growing Issue.

By JUDSON C. WELLIVER.

Who's going to boss Alaska, anyhow? The Secretary of the Interior, the Interstate Commerce Commission, and the courts are hopelessly tangled on the question, and nobody seems to know what is going to happen.

The Interstate Commission says it can't boss corporations up there because Alaska isn't a Territory. Congress has repeatedly indicated that it wanted Alaska to be considered a Territory; but it also has referred to Alaska, at other times, as something else, usually as a "district," whatever that is in law.

The Secretary of the Interior took the commission's word for it, and a few days ago issued an order to the governor of Alaska that he should assume control and regulation of carrying corporations in Alaska.

But before that order has time to get to Alaska by mail along comes the Court of Appeals of the District of Columbia, and, reversing the Interstate Commerce Commission, finds that Alaska is a Territory, and the commission is ordered to take jurisdiction of cases up there involving transportation rates.

Altogether Alaska doesn't know where it's "at," except that the Guggenheims'll get it if it don't watch out, and probably have got it anyhow.

**Laws Are Needed.**

The huge muddle, which will probably never be settled till Congress gets around to passing some laws for the management of Alaska, rose out of the fight of the Humboldt Steamship Company against the Guggenheim transportation monopoly. The Humboldt company runs one sole boat between Seattle and Skagway. It is about the only boat touching Alaska that the Guggenheims don't control. Its freight is unloaded at Skagway on Guggenheim docks—which charge it \$2 a ton for that privilege—and then hauled to the interior over the White Pass and Yukon railroad and various Guggenheim boat lines on the rivers. These wharfage charges and divisions of rates with the Guggenheim interior transport facilities absorb about the entire revenue that the lonesome little anti-trust boat can get, and, being in a bad way, the Humboldt company petitioned the Interstate Commission to help it out. It asked a more favorable division of rates.

The commission sat solemnly on the case, and by a vote of four to three decided that Alaska is not a Territory, and, therefore, doesn't come within the interstate commerce laws, which relate to commerce among the States, in the Territories and the District of Columbia.

That left the Guggenheim grip in good shape. Commissioner Harlan wrote the decision, and three other commissioners agreed with it. Commissioner Clements wrote a vigorous dissenting opinion. He said Alaska was a Territory; Congress had made it such, the courts had recognized it as such, and it was as plain as anything that this was its proper status.

In this opinion Commissioners Lane and Cockrell joined; so that Alaska was beaten out of recognition as a Territory by a four-to-three vote.

**Rate Troubles Many.**

Meanwhile all sorts of rate troubles are cropping out in Alaska. Some tribunal must be found to handle them and Secretary Fisher, soon after assuming office, directed Governor Clark to take over this duty.

But the Humboldt steamship people were not satisfied. They appealed to the Appellate Court of the District of Columbia, asking it for a writ of mandamus to compel the Interstate Commission to take jurisdiction over the Alaska situation. This mandamus has just been issued, and the minority of the commission, headed by Chairman Clements, finds itself sweepingly vindicated.

Now unless somebody appeals from

the Appellate Court to the United States Supreme Court, which it is understood may be done, the commission, under the order of court, and the governor of Alaska, under orders from Secretary Fisher, will be matched to fight out the question of which is going to run things.

Pending adjustment of these little complications, the Guggenheims will continue to have their own way in the pleasant operation of freeing out the Humboldt Steamship Company.

### Deaf and Dumb Pastor Will Conduct Services

Special services for the deaf and dumb will be conducted hereafter in Calvary Baptist Church, following the ordination last night of Prof. A. D. Bryant, of Gallaudet College. Himself unable to speak or hear, Prof. Bryant sought ordination into the Baptist ministry that he might aid in the moral welfare of men and women afflicted like himself, and who have been unable to receive any sort of spiritual ministry.

The whole ceremony of ordination was carried out in the language of the deaf and dumb, an interpreter repeating the words of the service for the sake of those in the congregation not comprehending the sign language.

A devotional service preceding the ordination was conducted by the Rev. A. I. Almsworth with Prof. Allen Fay, of Gallaudet, interpreting. The sermon was preached by the Rev. J. W. Michael, D. D., a professor of Gallaudet, who is the only deaf mute besides Prof. Bryant ever received into the Baptist ministry.

## PRESIDENT GREET TEMPLARS AS THEY MARCH TO CHURCH

Confers Distinction As Knights Were on Way to Services.

President Taft has probably set a precedent for the Ascension Day celebrations of the Knights Templar of the District of Columbia. He reviewed the members of the order as they marched by the White House last night. The Templars were so delighted with the distinction that probably Mr. Taft and his successors will have to do the same thing every year.

The Templars of the District were on their way to the Church of the Ascension, where the religious services with which the Knights celebrate Ascension Day were held. The President stood at the north door of the White House and watched them march by to the tune of that wonderful battle song of the church militant, "Onward, Christian Soldiers." The Marine Band played it thunderously.

The right eminent grand commander of the Knights Templar, Robert Cook, and the grand prelate, J. Russell Verbycke, led the marchers. They were in their dress uniforms of blue, with long white plumes upon their hats. The air knights behind them were dressed in that way, too, and they made a brave showing as they came out of the half-darkness and passed through the glade of brightness at the White House portico. The air knights whipped out their swords and saluted as they passed the President, and the President uncovered for them.

A. R. Serven commanded Washington Commandery; Commander J. Frank Fazzare and James H. McIntosh were at the head of Columbia; Montgomery Hunter and W. K. Reeve, the Potomac; Carl E. Burdett, the De Molay Mount; and D. W. Beach the Orient Commandery.

At the church the Rev. J. Henning Neilsen preached a sermon on Faith.

## MOHONK CONFEREES SELECT A NATIONAL COUNCIL FOR PEACE

President Butler, Bryan, Burton, Root, Among Those Named.

LAKE MOHONK, N. Y., May 26.—A national peace council, which shall try to secure co-operation and concentration of effort everywhere and will affiliate with the National Peace Congress, was named today by the Lake Mohonk conference on international arbitration, as follows:

President, Nicholas Murray Butler; William Jennings Bryan, Theodore E. Burton, Dr. Samuel T. Dutton, Hamilton Holt, Theodore Marburg, Dr. George W. Kirchwey, Edwin D. Mead, Elihu Root, Daniel Smiley, Dr. James Brown Scott, Dr. Benjamin Trueblood, E. T. Ward, Jane Addams, and Fannie Fern Andrews.

Former Ambassador to Turkey, Oscar S. Straus, discussing American commercial diplomacy, said a great step forward would be to make it unlawful for neutral nations or their subjects to issue war loans or sell munitions of war to belligerents.

Marcus M. Marks, reporting on the business organizations now co-operating with the Lake Mohonk conference, said they include the National Association of Manufacturers, National Board of Trade, National Association of Clothiers, National League of Commission Merchants, many chambers of commerce, including those of Baltimore and Philadelphia; many boards of trades, including Harrisburg.

## CITIZENS' LEAGUE FAVORS ALL-NIGHT TROLLEY SERVICE

Northeastern Suburban Residents Send Notice to Commerce Commission.

The Northeastern Suburban Citizens' Association is on record as favoring "additional and improved all night street car service." The association having decided at a meeting held in Langdon Wednesday night to so inform the Interstate Commerce Commission in reply to the query submitted by the commission.

The meeting was one of the most enthusiastic held recently, the association being particularly elated over the abolition of the "death crossing" at Mill avenue and the Baltimore and Ohio tracks, it being formally announced that the railroad, in response to the many demands of the association, had erected gates and a signal tower at that point.

Among other things, the association decided to ask the Commissioners to have cemented all that part of the fire engine house lot on the south side and the east end of the building.

President L. H. Patterson, at the opening of the meeting, which was the last the association will hold until September, reviewed the progress of the suburb.

**Killed By Avalanche.**

ST. PETERSBURG, May 26.—One hundred and twenty-eight persons were killed in the village of Oroschor, by an avalanche according to news received here. The town is located on the Pamir plateau, in west central Asia.

## Sanity Jury to Pass On Harrison Wagner

Harrison Wagner, who is said to have been a party to more lawsuits than almost any other man in the world, will have a jury hearing in habeas corpus proceedings to determine his sanity, on June 7. Chief Justice Cushman will preside.

Wagner, who is about seventy years old, is an inmate of the Government Hospital for the Insane, whither he returned recently after a period of limited freedom during parole with a brother in Ohio. Wagner, who will be represented in court by Attorneys L. R. Hitt, Jr., and R. P. Evans, will contend that he is sane. The litigation instituted by him in the courts of the District of Columbia, Maryland, and Virginia, it was said by one of his attorneys today, were based upon reasonable grounds. The suits were very plentiful. Many of them were brought when Wagner was a citizen of Frederick, Md.

Wagner is said to have had an interesting war record. Once, it is related, he captured several Confederate spies and obtained for the Federal officers papers that led to a great victory for the Union army.

## DEAFNESS CURED

"I have demonstrated that deafness can be cured."—Dr. Guy Clifford Powell.

The secret of how to use the mysterious and invisible nature forces for the cure of Deafness and Head Noises has at last been discovered by the famous Physician-Scientist, Dr. Guy Clifford Powell. Deafness and Head Noises disappear as if by magic under the use of this new and wonderful discovery. He will cure all who suffer from Deafness and Head Noises full information how they may be cured, absolutely free, no matter how long they have been deaf, or what caused their deafness. This marvelous treatment is a simple, natural and certain that you will wonder why it was not discovered before. Investigators marvel at the quick results. Any deaf person can have full information how to be cured quickly and cured to stay cured at home without investing a cent. Write today to Dr. Guy Clifford Powell, 224 Bank Building, Peoria, Ill., and get full information of this new and wonderful discovery, absolutely free.

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## The Zell Motor Car Company

### ANNOUNCES

The Opening of Its New Show Room, Offices and Shop in the Modern Fireproof Building at

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Peerless Chalmers  
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### A NEW SERVICE DEPARTMENT

For the convenience of our customers and owners of the above-named cars we have established a Service Department on a scale never before attempted in this city. The chief feature of this department is a machine shop equipped with every up-to-date machine and appliance necessary in the repair and rebuilding of motor cars. Expert mechanics of long experience are in charge. We carry in stock a large line of extra parts and supplies for Peerless, Chalmers and Hupmobile Motor Cars.

ARTHUR STANLEY ZELL, President.

JAMES J. FLYNN, Manager.

## High-Grade Sample Suits AT HALF PRICE

A Great Clothing Purchase that will mean the biggest money saving event ever offered to the thrifty buyers of Washington. We have bought at our own price the sample stock and the salesmen's sample lines from one of the largest and best makers of Clothing in America, the name of which we are not permitted to use in print. We have divided this entire stock into four lots, each lot will prove a record breaker, as never in the history of our merchandising-experience were we able to quote such amazingly low prices on such fine quality clothes.

Lot No. 1—All Worsted Suits \$15 and \$12.50 Values **\$7.45**  
Lot No. 2—High-grade Suits In All Fabrics and Shades, \$15 and \$18 Values **\$9.45**  
Lot No. 3—Tailor-made Exclusive Models, \$18 and \$20 Values **\$10.75**  
Lot No. 4—Custom-made Samples, \$20 and \$25.00 Values **\$12.45**

### A CLEARANCE IN ODD TROUSERS

\$1.50 Pants . . . **98c** \$3 and \$3.50 Pants, **\$1.95**  
\$2 and \$2.50 Pants, **\$1.45** \$4 and \$4.50 Pants, **\$2.45**

A few tips from our furnishing department that will make you sit up and take notice. Below we quote a few of the many bargains:

25c Paris and Brighton Lisle Garters . . . **15c**  
12½c Hose, all shades . . . **9c**, 3 pairs **25c**  
25c and 39c Neckwear . . . **19c**  
39c Hole Knit Underwear . . . **23c**  
\$1.50 Pongee and Silk French Madras Shirts, some with soft collars and turn-over cuffs . . . **98c**  
50c and 69c Genuine Otis Underwear **33c**  
50c Genuine Porosknit Underwear, the regular kind . . . **29c**

### GREAT STRAW NEWS

We have picked up off the floor of one of Baltimore's leading straw hat manufacturers 1,000 Straw Hats at less than the cost of the raw material.

### PRICES TALK

\$1.50 Straws, **95c** \$2 and \$2.50 Straws, **\$1.47** \$3 and \$3.50 Straws, **\$1.90**  
One lot of \$3.50 and \$4 Milan and Mackanaw pencil curl straws, **\$1.75**

Don't wait! Don't delay! Get in with the rush for the feast of record-breaking bargains.

**M. DAVID 709 7th St. N. W.**

"Money Back on Demand"

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